

SECRET

OBSERVATIONS RECORD BOOK

Compiled by P/Lt. G.E. White, M.C., Squadron Adjutant.

OPERATIONS RECORD BOOK

Page No. 1

RAF. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 250, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 550 Squadron

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholme	1945 1 March	18.00	26 aircraft with their crews took off at approximately 11.30 hrs. without incident to participate in a daylight attack on large concentrations of enemy troops reported to be in the vicinity of the Rhine bridgeheads near Mannheim. It was unfortunate that on this daylight the target was covered by 10/10ths. clouds and results of our bombing could not be observed and assessment of the raid was not possible. Ground defences consisted of approximately a dozen bursts of heavy flak. The bombers were escorted by fighters who kept their opposite numbers out of sight. "X" (P/O. Davidson) had a starboard outer engine catch fire and although losing height, pressed on to the target, bombed and returned safely.		
	2 March	18.00	26 aircraft with crews took off at approximately 06.45 hrs. in the usual Squadron style to attack the approaches to the Rhine bridges at Cologne to prevent the retreating Huns from escaping to the east of the Rhine. For once the weather was kind. 5/10th. cloud was encountered until approximately 20 miles short of the target which was clear. Visibility was good and the crews had no difficulty in identifying the aiming point visually. Bombing was reported to be concentrated with a few hundred yards of aiming point. A generous fighter escort was supplied which discouraged the Luftwaffe from putting in an appearance. Flak over the target was moderate and accurate. Five aircraft from the Squadron were damaged. Photographs confirm that the aiming point was well and fully hit.		
	3 March	18.00	No operations. Flying training was carried out, day and night by eight crews involving almost 33 hours (32.58) flying. There was also an extensive ground training programme.		
	4 March	18.00	The Squadron was ordered to stand by for operations but owing to adverse weather conditions the intended operation was cancelled at 14.50 hours and the remainder of the day was devoted to ground training; only 2 1/2 hours flying training was carried out.		
	5 March	18.00	26 aircraft, including the reserve, as it was apparent immediately after take-off that "E2" (P/L. Dale) would be abortive with a port outer engine unserviceable, took off at approximately 16.45 hrs. as part of a force of over 700 Lancasters and Halifaxes detailed to attack Chemnitz. The trip to the target was without incident, with a layer of 10/10 cloud beneath most of the time. On reaching the target area it was quickly seen that the cloud prevented anything other than sky marking, which was called for by the Master Bomber. His broadcasting was much distorted at static interference, but he was generally heard. The first release point flares went down 3 minutes before "H" hour; they were plentiful and well grouped but fell into the cloud tops rather quickly and later there was a gap when no flares were seen. Detailed results could not be seen but judging from the incendiary glow and the bursts of the cookies, bombing appeared to be concentrated. There was only very slight heavy flak over the target area, but the Leipzig defences were active and the night fighters were in evidence, both over the target and along the first two legs of the homeward route. Three aircraft reported combats but none claimed any night fighters destroyed. 22 aircraft landed safely at base; "J" (P/O. Finlay) landed at Benson, "O" (P/O. Harris) at Carnaby, with flaps unserviceable, and "F" (P/S. Wilson) at Tempsford, with damage sustained in combat, but no casualties.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholme	6 March	18.00	The Squadron was not called upon to operate and so an intensive ground training programme was carried out. Four aircraft and crews did flying training and the three aircraft which landed away on the previous night's operations returned safely to base.		
	7 MARCH	18.00	27 aircraft took off at approximately 17.00 hrs. on operations, but not without incident. "E2" (W/O Lukies) proved most fractious. The starboard outer engine cut on take-off. The aircraft swung dangerously but the pilot by masterly handling avoided a hangar and other obstacles, proceeded to the jettison area and returned safely. The other aircraft set course on the long route to Dessau. Cloud amounts was variable. Opposition was lively, both from flak and night fighters, but the former was not so strong over the target. Some crews bombed ground markers through 3/10 cloud with a clear view of the Town and river Elbe; others had to rely on sky markers owing to 10/10 cloud. General opinion was that the attack was well concentrated and that the target was set, well and truly, ablaze. "M" (S/L Pickles) had it's "Ge" unserviceable from Southern England outwards, but the crew pressed on and after some maneuvering found themselves near to the target. They bombed in solitary state, a healthy concentration of fires left by their comrades. Two crews reported inconclusive combats with night fighters. Three aircraft "V" (P/O Jones), "O" (P/O Harris), and "F" (P/O Nelson) failed to return and it was with deepest regret that they were reported missing. Nothing was heard from any of them after take-off. Three aircraft and crews carried out flying training involving over 7 hours flying.		
	8 March	18.00	The Squadron was again called to operate and 23 aircraft took off in quick time without incident at approximately 17.20 hrs. The target was Kassel. All the aircraft bombed the primary target indicators including "R" (P/O Cooper), whose port inner engine caught fire and was feathered some 200 miles short of the target. 10/10 cloud covered practically the whole of the continental route, but was broken immediately over the target, which was clearly visible through only a thin layer. Bombing was heavily concentrated, the incendiaries took a firm hold and the resultant fire glow could still be seen when aircraft were crossing the Rhine over 100 miles away. Flak over the target was only light to moderate and there was little sign of fighter activity - a happy contrast to the previous night's experience. All the Squadron's aircraft returned safely to base, where at interrogation, the crews were sleepy but satisfied. One aircraft and crew completed a night flying training detail lasting 2 1/2 hrs.		
	9 March	18.00	The Squadron was stood down from operations and with the crews rested from the two previous night's operations, a very intensive ground training programme was arranged and carried out. Lectures were given by Specialist officers and Section leaders. Pilots did instrument flying practice in the Link Trainer. There was no flying training owing to adverse weather conditions.		
	10 March	18.00	The Squadron did not operate, but much time and work was put into training. 10 aircraft and crews took off on daylight flying training and attained a total of 29 1/2 hours in the air. A ground training detail was put on and completed.		
	11 March	18.00	20 aircraft and crews were detailed and took off without incident at approximately 11.40 hrs. on a daylight sortie to Essen, now only some 14 miles ahead of our troops. A total of over 1600 aircraft took part in the attack delivering over 4500 tons of bombs. There was a level carpet of 10/10 cloud all the way out, over the target, and back. Crews bombed on coloured smoke puffs assisted by verbal instructions from the Master Bomber. It was considered that the bombing was quite concentrated and very soon a protuberance in the shape of mushrooming fire smoke appeared, agitating the top layers of the cloud - evidently something was burning 'down under'. Flak was not very troublesome, being variously described as 'nil', 'very slight' and 'slight to moderate'. The Luftwaffe was absent. All the aircraft returned safely to base.		

(*4086-9905) WL 2469-4574 190W 11/12 T.S. 700
 (*1224-9905) WL 15187-152 160W 0/12 T.S. 700

RAF Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

OPERATIONS RECORD BOOK

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of (Unit or Formation) No. 550 Squadron.

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholme.	11 March (cont)	18.00	7 aircraft and crews carried out flying training to the extent of 24 1/2 hours flying. Day and night practice bombing, fighter affiliations and 'Y' cross countries.		

ground training detail was put on and completed.

11 March 18.00 20 aircraft and crews were detailed and took off without incident at approximately 11.40 hrs. on a daylight sortie to Essen, now only some 14 miles ahead of our troops. A total of over 1000 aircraft took part in the attack delivering over 4500 tons of bombs. There was a 10/10 carpet of 10/10 cloud all the way out, over the target, and back. Crews bombed on coloured smoke puffs ASSISTED by VERBAL INSTRUCTIONS from the Master Bomber. It was considered that the bombing was quite concentrated and very soon a protuberance in the shape of mushrooming fire smoke appeared, agitating the top layers of the cloud - evidently something was burning 'down under'. Flak was not very troublesome, being variously described as 'nil', 'very slight' and 'slight to moderate'. The Luftwaffe was absent. All the aircraft returned safely to base.

(*10186-9205) Wt 2452-2572 150W 1142 T.S. 700
 (*12224-9205) Wt 2527-3125 160W 6143 T.S. 700

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R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 2349, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 550 Squadron.

No. of pages used for month 12

Place	Date	Time	Summary of Events	References to Appendices
North Killingholme.	11 March	18.00	7 aircraft and crews carried out flying training to the extent of 24 1/2 hours flying. Day and night practice bombing, fighter affiliations and 'Y' cross countries.	
	12 March	18.00	23 aircraft took off without incident at approx: 12.50 hours on what was in almost every respect a repetition of the previous day's effort. The only difference, the target was Dortmund. The colour of the sky markers was changed and the time of attack about tea time, but the same big dome of dark smoke mushroomed up through the cloud tops. Flak was not up to the usual Ruhr standard and the only fighters seen were our own, and so the raid appeared to be highly satisfactory. Our 23 aircraft returned to base and landed safely with no fuss or bother at all. The crews of W/O.S.M. Smith and W/L.E. Luna completed their tour of operations with this sortie. Two aircraft and crews completed a flying training detail involving 9 1/2 hours total flying.	
	13 March	18.00	The Squadron was required to provide 12 aircraft for a night attack on the Erin Benzole Plant at Hems which is in the north central area of the Ruhr close to the Rhine-Herne canal. All 12 aircraft took off neatly and without incident at approx: 17.15 hrs. Patches of 4/10 Strato cumulus cloud with tops at 12000 feet were encountered all along the outwards route over this country. After leaving the English coast the route was cloudy until reaching the Rhine, where more strato cumulus formed and rapidly increased to 9/10 in the target area with tops 10/12000 ft. There was a considerable amount of haze over the whole route. Only ground markers were provided and these were obscured to a considerable extent by haze and cloud. As a result, a large number of crews had to bomb on navigational aids and whilst a fair concentration of bombing was achieved on the ground markers, there was a considerable amount of under shooting and overshooting and probably half the effort was wise of the target area. An encouragingly large explosion was reported in the target area; however, something must have gone up, as only moderate heavy flak was encountered over the target and searchlight illumination was not attempted. Jet aircraft were active over the target area but none of our aircraft were molested. All our aircraft landed safely at base and there was quite a series of celebrations as the following captains, W/O. Summons, W/O. Ferguson and W/L. Burns, had with their crews, all completed their tours.	
	14 March	18.00	Bad weather, fog and low cloud, prevailed all day and night. The Squadron was not detailed to operate and the weather was responsible for the cancellation of the flying training programme. The day's work was devoted to ground training, lectures and link trainer practices.	
	15 March	18.00	Another oil target. The Squadron offered 19 aircraft and all took off without incident at approx: 17.10 hours. Most of the 'incident', in fact, came before take-off, when the Commanding Officer provided entertainment for the crews willing away the last few moments on the deck, by chasing away a horse which was contravening Station Standing Orders by appropriating one of the runways as a catering area. After a breathless ten minute exhibition, almost a race, of horse steering by car, the take-off proceeded. Except for the English Channel, the route was cloudless and over the target only ground haze was present. Ground identification was possible for many of the crews in the light of illuminating flares, but ground markers were accurately placed and in excellent concentration. Almost immediately after the first bombs had dropped, the target was enveloped in flame and smoke which rose to 10000 feet from a particularly big explosion. An excellently concentrated attack developed, large fires soon became established and two further large explosions occurred. The glow from the fires would be seen upwards of 100 miles on the return journey.	

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholms.	15 March (cont)	18.00	Opposition from the ground was generally described as moderate heavy flak, although this was accurate for the height and early crews found it hotter than those succeeding them. Some fighters were active but none of our aircraft reported combats, all returning safely to base.		
	16 March	18.00	The Squadron put on 19 aircraft for operations. 18 aircraft took off at approx: 17.20 hrs. "F2" (F/O. Luder) staying on the ground with an unserviceable rear turret. The target was Nuremberg. Up to 10/10 cloud was experienced en route but this broke up to 4-6/10 in the target area, over which there was a large gap giving a clear view of the ground markers, which were punctual and well concentrated. The Master Bomber's instructions came through clearly. Fires got going quickly outlining the street patterns, finally merging into one large conflagration, the glow from which could be seen for 150 miles on the return journey. Flak defences were only slight to moderate with 15-20 ineffective searchlights which were doused early in the attack. On the other hand, enemy fighter activity was intense from the Stuttgart area to the target and beyond. Many combats were reported, "L" (F/S. Wilson) claimed to have damaged a JU.88, "K" (F/O. Findlay) saw strikes on another. "D" (F/S. Jamieson) landed at Manston with the rear gunner, Sgt. Klementoski, wounded so seriously that he has since died. "B" (F/O. Lister) failed to return, no news being received after take-off. S/L. Caldwell, AFC, DFM, also completed their tour of operations. The latter came home on three engines. Six aircraft and crews carried out day and night flying training.		
	17 March	18.00	The Squadron was not called upon to operate, and so put up six aircraft and crews on day and night flying training. "E2" (F/S. Lockyer) was attacked and shot down by an enemy intruder, crashing at Bridlington, Yorks: The Flight engineer, Sgt. Drawbridge, was the sole survivor. It was his crew's first flight since joining the Squadron.		
	18 March	18.00	The Squadron detailed 18 aircraft to attack Hanau. "M2" (F/L. Sarll) developed ignition trouble in the port outer engine and did not leave its dispersal. The other 17 aircraft took off in quick succession, commencing at 23.50 hours. The route out was moderately quiet, although approaching the target and coming out of it, there was evidence of night fighters. Cloud varied in amount, but over the target it was thin. The marking was carried out punctually and in text book fashion. Bombing was reported as well concentrated and the effects were visible from 85 miles distant on the return journey. "D2" (W/O. Lukies) reported a combat with a JU.88, and claimed it as damaged. Reports of other crews confirmed this. F/L. Dale and crew completed their tour with this operation. "Q" (F/L. Burrows) failed to return. Five members of the crew returned to the Squadron after baling out over 'No Mans Land' and spending several exciting days with advanced units of the 12th. United States Army. Three aircraft and crews flew 14 hours on training details.		
	19 March	18.00	The Squadron was stood down from operations early. Crews spent what was left of the working day, after they had rested from the previous night's effort, on ground training. Bad weather caused cancellation of the night flying training programme.		
	20 March	18.00	The Squadron was not called upon to operate and so an intensive flying training programme was laid on. 8 aircraft and crews flew over 22 hours day training on cross countries, fighter affiliation, practice bombing and air firing. The weather once again prevented any night flying. During the day there were lectures to pilots and crews by Specialist officers.		

(*20056-0308) Wt. 240gms-232gms 250W 21/43 T.S. 700
 (*20056-0308) Wt. 232gms-243gms 260W 21/43 T.S. 700

OPERATIONS RECORD BOOK

RAF. Form 540

See instructions for use of this form in K.R. and A.C.I. para. 246, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 550 Squadron

No. of pages used for ~~12~~ ^{month} 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholms.	21 March	18.00	15 aircraft from the Squadron were detailed for operations. All of them took off safely without incident at approx: 08.00 hours. The target was the Deutsche Oil Refinery on the North West outskirts of Bremen. The route out was direct, across North Holland. Ideal weather.		

20 March 18.00 The Squadron was not called upon to operate and so an intensive flying training programme was laid on. 8 aircraft and crews flew over 22 hours day training on cross countries, fighter affiliation, practice bombing and air firing. The weather once again prevented any night flying. During the day there were lectures to pilots and crews by Specialist officers.

(72086-0205) WL 24632-2372 150M 11/42 T.S. 700
 (*12372-0205) WL 12337-242 160M 11/42 T.S. 700

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See instructions for use of this form in K.R. and A.C.I. forms 2249, and War Manual, Pt. II, chapter XX, and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 550 Squadron

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholme	21 March	18.00	15 aircraft from the Squadron were detailed for operations. All of them took off safely without incident at approx: 08.00 hours. The target was the Deutsche Oil Refinery on the North West outskirts of Bremen. The route out was direct, across North Holland, ideal weather conditions were experienced and no flak appeared. Marking was very accurate and the Master Bomber had a firm and clear control of the attack. Very quickly a pall of smoke, of varying shades, enveloped the target. Along the bombing run the aircraft had to fly through a lane of hot, quite accurate, heavy flak and several aircraft were hit, but none vitally. "X" (F/O. Screen) was hit in the port outer engine and limped back to base on three engines. All of the Squadron's aircraft landed safely at base. 3 aircraft and crews flew 10 hours flying training.		
	22 March	18.00	The Squadron was called to put up 16 aircraft on operations. All took off without incident at approx: 11.30 hours. The attack, a small one, was on Hildesheim, 20 miles S.E. of Hanover. Formation, outward bound to the target, was good in almost perfect weather conditions. Although the leader took the main force rather close by Genshtrick and Hanover, there was an almost complete absence of flak at the target and crews had no difficulty in visually identifying it, marked in an accurate and concentrated style. Soon the Master Bomber had to give directions to aim with the smoke as a guide and within a few minutes the whole of the built up area was a mass of smoke and dust. The smoke, rising to 15000 ft. could be seen for 200 miles. "C2" (F/L. Parsons) was hit by heavy flak and had two fuel tanks holes. "L" (F/S. Wilson) was hit by incendiaries over the target, the port wing tip and aileron being damaged. All the Squadron's aircraft landed safely at base. F/O. Davison - IFC. and his crew completed their tour with this operation. 4 aircraft and crews on the flying training programme spent 14 hours in the air.		
	23 March	18.00	No aircraft from the Squadron were called for operations and so a day and night flying training programme was arranged and carried out. It involved 6 aircraft and crews and a total of 20 hours flying time. There was also much ground training.		
	24 March	18.00	14 aircraft took off without incident at approx: 13.00 hours to participate in an attack on an oil refinery and storage plant situated midway between Sothum and Bortsum. The weather was summerlike and visibility excellent. Crews were easily able to identify the target visually; it was unscathedly hit; there was a large explosion and a big pillar of smoke rose skywards. It was visible a hundred miles away on the return journey. No enemy fighters were seen. "H" (F/L. Barnes) failed to return to base, nothing being heard from him after take-off. All the other aircraft landed safely. 5 aircraft and crews on a flying training programme did over 10 hours day flying.		
	25 March	18.00	6 aircraft were called for operations. "M2" (F/S. Wilson) had to 'scrub it' with an unserviceable tachometer on the starboard inner engine, but the other five took off without further mishap at approx: 06.50 hours. The target was Hanover and the route out uneventful apart from a front which had to be negotiated somewhere between 03.00 degrees and 05.00 degrees East. The bombing was accurate and well concentrated. No enemy aircraft were seen and flak was slight. "Y" (F/O. Screen) had to feather the starboard outer over the North Sea, outward bound, but pressed on through the front. In response to a request for fighter assistance, 4 Mustangs came along and took them to the target, after which they were joined by three more. Some little distance away, on the return, they were subjected to predicted flak, which however they managed to avoid. All the aircraft landed safely at base. The Flight Lieutenants Franklyn - R. and J - have, with their crews, completed their tours on consecutive days. 4 aircraft and crews flew a total of over 10 hours on a day flying training programme.		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
North Killingholme.	26 March	18.00	The Squadron was stood down from operations and an intensive training programme was organised. 10 aircraft and crews flew a total of 42 hours day and night on cross countries, practice bombing, and fighter affiliation. Ground training was undertaken on a large scale.		
	27 March	18.00	The Squadron was called upon to provide 18 aircraft to participate in an attack upon Paderborn. The aircraft took off without incident at approx. 14.50 hours in the usual efficient manner. 10/10ths. cloud covered the target and most of the route, which according to the crews had the semblance of a cross country. No enemy fighters were seen, there was no flak over the target and very little along the route. The cloud layer prevented any assessment of the bombing accuracy but a large mushroom of smoke came up through the cloud tops to 12000 feet. So something caught fire somewhere! All the aircraft returned and landed safely at base, although 'J' (F/O Percival) had the misfortune to be struck by incendiaries from an aircraft flying just above. A training programme involving 4 aircraft and crews and a total of 16 hours day flying was carried out.		
	28 March	18.00	The Squadron was ordered to stand by for operations, but were stood down at 11.20 hours with a preliminary warning to hold themselves in readiness for operations on the following morning. The weather conditions prevented any large scale flying training and the day was devoted to lectures, discussions, link training and clay pigeon shooting.		
	29 March	18.00	The 'Stand By' for operations was cancelled at 11.50 hours and once again the day was devoted to ground training and flying training involving 26 hours flying.		
	30 March	18.00	The Squadron was stood down from operations at 10.30 hours, and although the weather did not permit of much flying during the day, an extensive night flying training programme was carried out involving 26 hours night cross country and bombing exercises. A preliminary warning was issued to hold ourselves in readiness for an early take-off on operations.		
	31 March	18.00	16 aircraft with crews took off at approximately 06.20 hours to attack Hamburg. The weather conditions were bad - 10/10th. cloud all the way and over the target. The bombing on sky markers, which were rather scattered, was not considered to be concentrated and the results are awaited. Flak was moderately heavy and two of our aircraft were damaged without casualties. All aircraft returned safely to base just before mid-day to enjoy a good luncheon. Flying training programme was carried out during the afternoon and evening. The Squadron has enjoyed a good month's work although unable to put into the air large numbers of crews through crews becoming tour-expired so quickly in succession.		
			<p>MESSAGE FROM AIR OFFICER COMMANDING, No. 1 GROUP.</p> <p>The Month of March 1947 ends with No. 1 Group breaking all records for sorties flown and for bomb tonnage lifted against the enemy by reaching the figures of 3674 (sorties) and 17902 (tons). These achievements truly reflect the energy and determination both of aircrews and of ground crews to strike hard blows against the bewildered enemy. I congratulate you all on this magnificent effort and am confident that, should you be called upon to repeat the perhaps even exceed these figures in the Month of April, none will be found wanting. Blucke.</p>		

(*2086-2205) WL 5452-2512 150W 11/42 T.S. 700
 (*1346-1301) WL 12187-343 180W 1/43 T.S. 700

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R.A.F. Form 540
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of (Unit or Formation) No. 550 Squadron

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The following crews reported W.C.A.D. on being reported missing w.e.f. dates stated -		

even exceed these figures in the Month of April, none will be found wanting. **Hicks.**

(*2056-0105) Wt. 5403-0112 130M 17/43 T.S. 700
 (*1934-0305) Wt. 13187-313 160M 1/43 T.S. 700

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of (Unit or Formation) No. 550 Squadron

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The following crews reported W.C.A.D. on being reported missing w.e.f. dates stated -		
			<p><u>8.3.45.</u> <u>8.3.45.</u></p> <p>J.88066 F/O Jones - Pilot J.37989 F/O Harris - Pilot 1896964 Sgt. Webb - F/Eng. 1881097 Sgt. Smith - F/Eng. J.38727 F/O Brockmaster - Nav: R.20601 F/S. Yemon - Nav: R.182139 F/S. Harvey - A/B. J.41228 F/O. Nicol - A/B. 1672385 F/S. Main - Wop/Air. 1836271 Sgt. Kelleher - Wop/Air. 1710498 Sgt. Smith - M.U.G. 1474345 Sgt. Robinson - M.U.G. 2210760 Sgt. Felham - R.A.G. R.285802 F/S. Hicks - R.A.G.</p>		
			<p><u>8.3.45.</u> <u>16-3-45.</u></p> <p>A.2678 P/O. Milson - Pilot NZ.427351 F/O. Wallace - Pilot 1886943 Sgt. Finnigan - F/Eng. 1287488 Sgt. Field - F/Eng. A.433799 F/S. Trowbridge - Nav: 1581820 Sgt. Bromnett - Nav: 627543 Sgt. Kerr - A/B. 1624130 F/O. Stephens - A/B. 1865453 Sgt. S. Ritson - Wop/Air. 1574898 Sgt. Capen - Wop/Air. 1814844 Sgt. DeJaveleye - M.U.G. R.266978 Sgt. Tait - M.U.G. 848514 Sgt. Stevens - R.A.G. 1853772 Sgt. Lansy - R.A.G.</p>		
			<p><u>17-3-45.</u> <u>21-3-45.</u></p> <p>131067 F/O. Liefooghe - Pilot J.41180 F/L. Barnes - Pilot 2206216 Sgt. Jones - F/Eng. 533767 Sgt. Geran - F/Eng. 1398604 F/S. Higgins - Nav: 1523168 F/S. Stebbins - Nav: 53446 P/O. Hughes - A/B. 1565894 F/S. Reid - A/B. 1205745 F/S. Davidson - Wop/Air. 1684412 F/S. Day - Wop/Air. 1826667 Sgt. Anthony - M.U.G. R.266777 F/S. McDonald - M.U.G. 1896760 Sgt. Self - R.A.G. R.275676 F/S. Lindsay - R.A.G.</p>		
			<p><u>Shotdown 18/3/45.</u> <u>13-3-45.</u></p> <p>NZ.428130 F/S. Lockyer - Pilot (killed) 1077120 F/O. Fairclough - Wop/Air. 1802847 Sgt. Berry - Nav: (missing) (missing from 103 Sqn) 1333628 W/O. Farmer - A/B. (missing) 1591992 Sgt. Elliott - Wop/Air (missing) <u>17-3-45.</u> 1597703 Sgt. Matthews - M.U.G. (missing) R.275494 F/S. Clements - R.A.G. (died) 1796949 Sgt. Lucey - R.A.G. (killed) <u>21-3-45</u></p>		
			The following personnel posted to R.C.A.F. "R" Depot, w.e.f. dates stated -		
			<p>R.255671 F/S. West - A/G. <u>14/3/45</u> J.28344 F/O. Nelson - Nav: <u>29-3-45</u> J.40368 F/O. Dawson - Nav: <u>29-3-45</u> J.90037 P/O. McGehee - A/B. <u>29-3-45</u> R.261784 W/O. Moran - A/G. <u>29-3-45.</u></p>		

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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The following personnel posted to A.C.A.C. Catterick, w.e.f. dates stated. -		
			<p><u>2-3-45.</u></p> <p>A.437249 F/S. Bickford - Wop/Air.</p> <p>1431712 Sgt. Ellement - A/G.</p> <p>1379765 W/O. Adams - Wop/Air</p> <p>1149036 F/S. Peters - A/B.</p> <p>1586978 F/S. Hellinga - Nav.</p> <p>1281145 Sgt. Eldred - A/G.</p> <p>1603845 F/S. King - Wop/Air</p>		
			<p><u>2-3-45.</u></p> <p>1819213 Sgt. Barry - A/G.</p> <p>1580464 F/S. Jackman - A/B.</p> <p>1683530 F/S. Gall - Nav.</p> <p>1735392 Sgt. Morgan - A/G.</p> <p>1649711 F/S. Noonan - Wop/Air</p> <p>1775408 F/S. Jeffs - Wop/Air</p>		
			<p><u>19-3-45.</u></p> <p>1443846 W/O. Fulbrook - Wop/Air.</p> <p>1488301 Sgt. McElroy - F/Eng.</p> <p>2210085 Sgt. Jones - F/Eng.</p>		
			<p><u>19-3-45.</u></p> <p>A.432851 F/S. McKenzie - A/G.</p> <p>160754 F/O. Tyers - Nav.</p> <p>1852170 Sgt. Hitchins - A/G.</p>		
			The following personnel posted to No.1667 C.U., w.e.f. dates stated -		
			<p>104460 F/L. Harris - Pilot 8-3-45</p> <p>1768914 F/S. Martin - A/B 23-3-45</p> <p>2206515 F/S. Mozley - Wop/Air 23-3-45</p> <p>A.417205 W/O. Langley - Wop/Air 27-3-45</p> <p>A.436600 F/S. ...</p> <p>1653118 F/S. Jones - Wop/Air 28-3-45</p>		
			<p>1320967 F/S. Richardson - A/B 10-3-45</p> <p>190458 F/O. Smith - Pilot 23-3-45</p> <p>A.436535 F/S. Bold - A/B. 23-3-45</p> <p>1601594 F/S. Barber - A/B. 27-3-45</p> <p>1675528 F/S. ...</p> <p>149348 F/O. Cowper - Pilot 31-3-45</p>		
			The following personnel posted to No.1656 C.U., w.e.f. dates stated -		
			<p>1605170 F/S. Williams - Wop/Air. 23-3-45</p> <p>1676599 F/S. Moores - Wop/Air 27-3-45</p> <p>A.418620 F/S. Arnold - Wop/Air 28-3-45</p>		
			<p>179072 F/O. Blackler - Pilot 20-3-45</p> <p>A.420806 F/O. Baldwin - A/B. 31-3-45</p> <p>1871532 F/S. Blyth - Wop/Air 28-3-45</p>		
			The undermentioned crew posted to No.582 Squadron w.e.f. 3-3-45.		
			<p>134107 F/L. Irving - Pilot</p> <p>1603878 F/S. Vine - F/Eng.</p> <p>164348 F/O. White - Nav.</p> <p>164353 F/O. Heather - A/B.</p> <p>177177 F/O. Bentoft - Wop/Air.</p> <p>749989 Sgt. O'Leary - M.U.S.</p> <p>987786 Sgt. Chew - R.A.G.</p>		
			<p>Posted to No.29 O.T.U. w.e.f. 8-3-45.</p> <p>1333395 F/S. Flux - Wop/Air.</p>		
			<p>Posted to No.12 O.T.U. w.e.f. dates stated -</p> <p>A.425602 W/O. Gorton - Wop/Air. 27-3-45.</p> <p>179012 F/O. Wearmouth - A/G. 13-3-45.</p>		
			...		

WPL 8794/0282 121M 12/40 C.A.L. 41-778

OPERATIONS RECORD BOOK

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 550 Squadron

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The undermentioned personnel posted to Units stated w.e.f. dates shown -		
			<p>A.430114 F/S. Willis - Wop/Air - 1651 C.U. 31-3-45</p> <p>A.419539 F/S. Roberts - Wop/Air - 1651 C.U. 31-3-45</p>		

Catalogue

Posted to No. 29 O.T.U. w.e.f. 8-3-45.
1333395 F/S. Flux - Wop/Air.

Posted to No. 12 O.T.U. w.e.f. dates stated -
A.425602 W/O. Gorton - Wop/Air. 27-3-45.
179012 F/O. Wearmouth - A/G. 13-3-45.

~~Personnel posted to other units are not included.~~

WF. 27/2037/33 12/43 C.R.L. 81-77W

OPERATIONS RECORD BOOK

Page No. 9

R.A.F. Form 540

See instructions for use of this form in K.R. and A.C.I., para. 2349 and War Manual Pt. II, chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 550 Squadron

No. of pages used for month 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The undermentioned personnel posted to Units stated w.e.f. dates shown -		
			A.430114 F/S. Willis - Wop/Air - 1651 C.U. 31-3-45		
			A.419539 F/S. Roberts - Wop/Air - 1651 C.U. 31-3-45		
			A.410743 F/O. Summons - Pilot - 1651 C.U. 28-3-45		
			1595209 Sgt. Dennis - F/Eng. - 13 Base N/E. 3-3-45		
			1450089 F/S. Wood - Wop/Air - 13 Base N/E. 1-3-45		
			1803960 F/S. Bathorpe - Nav. - 13 Base N/E. 1-3-45		
			1239805 F/S. Tunney - A/G. - 13 Base N/E. 10-3-45		
			1826603 Sgt. Anderson - A/G. - 13 Base N/E. 17-3-45		
			1591692 Sgt. Hodgkiss - A/G. - R.A.F. Finningley 27-3-45		
			141400 F/Lt. Davidson - Wop/Air - 2 P.D.C. 16-3-45		
			182152 F/O. George - Pilot - 2 P.D.C. 16-3-45		
			A.31211 F/O. Thompson - Pilot - 1668 C.U. 31-3-45		
			161073 F/O. Edlund - Pilot - 1668 C.U. 30-3-45		
			179652 F/O. Ferguson - Pilot - 1653 C.U. 28-3-45		
			140908 S/L. Caldwell - Pilot - 13 Base 26-3-45		
			1832415 F/S. Lambie - F/Eng. - 101 Sqn. 25-3-45		
			A.401406 F/Lt. Williams - Pilot - 153 Sqn. 29-3-45		
			1670365 F/S. Hewitt - Nav. - 27 O.T.U. 31-3-45		
			172242 F/O. Doward - Pilot - 2 P.D.C. 19-3-45		
			The undermentioned crews posted in from Units stated w.e.f. dates shown -		
			1654 C.U. - 5/3/45		
			A.436039 F/S. Knight - Pilot		
			1623910 Sgt. Bradley - F/Eng.		
			1801811 Sgt. Pullen - Nav.		
			1623886 Sgt. Ramsden - A/B.		
			1892945 Sgt. Crowes - Wop/Air.		
			1816721 Sgt. Neesle - M.U.G.		
			1606743 Sgt. Stockwell - R.A.G.		
			1654 C.U. - 15-3-45		
			1603892 F/S. Suckling - Pilot		
			1684666 F/S. Brookes - F/Eng.		
			1248147 Sgt. White - Nav.		
			1804033 Sgt. Lussen - A/B.		
			1850591 Sgt. Flyer - Wop/Air.		
			1897717 F/S. Larkin - M.U.G.		
			2221786 Sgt. Howell - R.A.G.		
			1656 C.U. - 10-3-45		
			49265 F/L. Mitchell - Pilot		
			1145071 W/O. Horsley - F/Eng.		
			605506 Sgt. Levy - Nav.		
			135295 F/O. Hulce - A/B.		
			1583734 Sgt. Bailey - Wop/Air.		
			1390436 F/S. Colman - M.U.G.		
			1598034 Sgt. Nicholson - R.A.G.		
			1656 C.U. - 21-3-45		
			39232 S/L. Hume - Pilot		
			183176 F/O. Dunphy - F/Eng.		
			1607305 Sgt. Taylor - Nav.		
			1806679 Sgt. Clark - A/B.		
			1892547 Sgt. Warner - Wop/Air.		
			984309 Sgt. Short - M.U.G.		
			1183475 Sgt. Rogers - R.A.G.		

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Reference:-	AIR 27/2037						
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The undermentioned crews posted in from Units stated w.e.f. dates shown -		
			<p><u>1656 C.U. - 25-3-45.</u></p> <p>1312531 W/O, Davies - Pilot 1831677 Sgt. Preston - F/Eng. 1805330 Sgt. Moller - Nav. 1398443 Sgt. Moran - A/B. 1836974 Sgt. Phillipa - Wop/Air. 1827244 Sgt. Wilson - M.U.G. 2257675 Sgt. Robson - R.A.G.</p>		
			<p><u>1656 C.U. - 29-3-45.</u></p> <p>1578988 F/S. Ball - Pilot 1802671 F/S. Clark - F/Eng. 1584068 Sgt. Johnstone - Nav. 1685811 Sgt. Farmer - A/B. 1603521 Sgt. Bailey - Wop/Air. 2222809 Sgt. Law - M.U.G. 1826882 Sgt. Batcher - R.A.G.</p>		
			<p><u>1656 C.U. - 22-3-45.</u></p> <p>NZ. 415305 F/L. Fleming - Pilot 1615801 F/S. Groom - F/Eng. 1602734 Sgt. Derwent - Nav. 1803706 Sgt. Morgan - A/B. 1892252 Sgt. Lee - Wop/Air. 1047237 Sgt. Ward - M.U.G. 1625588 F/S. Davis - R.A.G.</p>		
			<p><u>1656 C.U. - 17-3-45.</u></p> <p>NZ. 415365 F/O. Roberts - Pilot 329083 Sgt. Davies - F/Eng. 1605847 Sgt. Barnay - Nav. NZ. 428147 F/O. Pedersen - A/B. 1819655 Sgt. Jackson - Wop/Air. 172230 F/O. Walsley - M.U.G. 1076633 F/S. Maddington - R.A.G.</p>		
			<p><u>1656 C.U. - 27-3-45.</u></p> <p>70256 S/Lt. Goelling - Pilot 1807430 F/S. Silvester - F/Eng. 1674831 Sgt. Chilton - Nav. A. 430856 F/O. Cecil - A/B. 1892080 Sgt. Jones - Wop/Air. 520172 Sgt. Sanderson - M.U.G. 1598557 Sgt. Pickering - R.A.G.</p>		
			<p><u>1656 C.U. - 10-3-45.</u></p> <p>1397556 F/S. Williams - Pilot 1427685 Sgt. Rose - F/Eng. 1622875 Sgt. Shaw - Nav. 1397887 Sgt. McCreight - A/B. 1335398 Sgt. Smith - Wop/Air. A. 435269 F/S. Robinson - M.U.G. 1827125 Sgt. Lindsay - R.A.G.</p>		
			<p><u>1662 C.U. - 24-3-45.</u></p> <p>J. 14702 F/L. Sweeney - Pilot 1603323 F/S. Phillips - F/Eng. 1582987 Sgt. Powell - Nav. J. 44609 F/O. Campbell - A/B. 1892310 Sgt. Ward - Wop/Air. 1594218 Sgt. Gill - M.U.G. 1760298 Sgt. Green - R.A.G.</p>		
			<p><u>1662 C.U. - 4/3-45.</u></p> <p>J. 26970 F/L. Browne - Pilot 1583257 F/S. Broom - F/Eng. J. 43916 F/O. Smith - Nav. 1570428 F/S. Reid - A/B. J. 45229 F/O. Hetherington - Wop/Air. 1511819 Sgt. Regan - M.U.G. 2206650 Sgt. Sorsby - R.A.G.</p>		
			<p><u>1662 C.U. - 24-3-45.</u></p> <p>187427 F/O. Jeans - Pilot 1595147 Sgt. Snowball - F/Eng. 1675431 Sgt. Bulham - Nav. 1324915 Sgt. Thom - A/B. 1590910 Sgt. Vincent - Wop/Air. 1576437 W/O. Lowe - M.U.G. 172048 F/O. Beeve - R.A.G.</p>		
			<p><u>1662 C.U. - 31-3-45.</u></p> <p>NZ. 4212665 F/O. Harris - Pilot 1827296 Sgt. Dryburgh - F/Eng. 1802190 F/S. Shelley - Nav. NZ. 423097 F/O. Dunkley - A/B. 1805008 Sgt. Hooker - Wop/Air. 1728867 Sgt. Hill - M.U.G. NZ. 4212680 F/S. Laurie - R.A.G.</p>		

W/L 2094/0280 SERM 11/45 C.S.L. 51-7708

OPERATIONS RECORD BOOK

R.A.F. Form 540
 See instructions for use of this form in K.R. and A.C.I., para. 2140 and War Manual Pt. II., chapter XX., and notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 50 Squadron

No. of pages used for months 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The undermentioned crews posted in from Units stated w.e.f. dates shown -		
			<p><u>1667 C.U. - 12-3-45.</u></p> <p>122347 F/L. Blakeway - Pilot</p>		
			<p><u>1667 C.U. - 15-3-45.</u></p> <p>A. 427780 F/O. Bothe - Pilot</p>		

1675431 Sgt. Bulham - Nav:	1802190 F/S. Shelley - Nav:
1324915 Sgt. Thom - A/B.	NZ.429097 F/O. Dinkley - A/B.
1590910 Sgt. Vincent - Wop/Air.	1805008 Sgt. Hooker - Wop/Air.
1576437 W/O. Lowe - M.U.G.	1728867 Sgt. Hill - M.U.G.
172048 F/O. Beeve - R.A.G.	NZ.4212680 F/S. Laurie - R.A.G.

W. 2046/0221 NAM 12/0 C.L. 21-774

OPERATIONS RECORD BOOK

Page No. 11

R.A.F. Form 540
See instructions for use of this form in K.R. and A.C.I.,
para. 1349 and War Manual Pt. II, chapter XX, and
notes in R.A.F. Pocket Book.

of (Unit or Formation) No. 50 Squadron

No. of pages used for months 12

Place	Date	Time	Summary of Events	SECRET.	References to Appendices
			The undermentioned crews posted in from Units stated w.e.f. dates shown -		
			<u>1667 C.U. - 12-3-45.</u>		
			122347 F/L. Blakeway - Pilot		
			1395391 F/S. Sawkins - F/Eng.		
			135676 F/Lt. James - Nav:		
			177704 F/O. Vaughan - A/B.		
			174503 F/O. McCann - Wop/Air.		
			1232573 F/S. Gamble - M.U.G.		
			178235 F/O. Lynch - R.A.G.		
			<u>1667 C.U. - 15-3-45.</u>		
			A.42780 F/O. Sothe - Pilot		
			1807133 F/S. Andrews - F/Eng.		
			NZ.4213813 F/S. Wiltshire - Nav:		
			164575 F/O. Collins - A/B.		
			1837273 Sgt. Williams - Wop/Air.		
			1881340 Sgt. Barton - M.U.G.		
			1881575 Sgt. Knight - R.A.G.		
			<u>1667 C.U. - 24-3-45.</u>		
			R.114805 F/O. Lees - Pilot		
			1809842 Sgt. Fitzgerald - F/Eng.		
			951087 Sgt. Lee - Nav:		
			1570335 Sgt. Kidd - A/B.		
			1836330 Sgt. Sullivan - Wop/Air.		
			3033282 Sgt. Humphrey - M.U.G.		
			3023756 Sgt. Notman - R.A.G.		
			<u>1667 C.U. - 23-3-45.</u>		
			162532 F/O. Cox - Pilot		
			183043 P/O. Jackson - F/Eng.		
			172279 F/O. Davidson - Nav:		
			165047 F/O. Fletcher - A/B.		
			1816750 Sgt. Tomend - Wop/Air.		
			1873037 Sgt. Chick - M.U.G.		
			1853261 Sgt. Gee - R.A.G.		
			<u>1668 C.U. - 24-3-45.</u>		
			J.41973 F/O. Johnston - Pilot		
			1382008 Sgt. Terry - F/Eng.		
			J.43779 F/O. Armstrong - Nav:		
			2204239 Sgt. Jones - Wop/Air.		
			R.283106 Sgt. Gadsby - M.U.G.		
			R.288000 Sgt. Wilson - R.A.G.		
			<u>No. 1654 C.U. - 13-3-45.</u>		
			NZ.428130 F/S. Lockyer - Pilot		
			1897969 Sgt. Drawbridge - F/Eng.		
			1802847 Sgt. Berry - Nav:		
			1333588 W/O. Farmer - A/B.		
			1531932 Sgt. Elliott - Wop/Air.		
			1597703 Sgt. Matthews - M.U.G.		
			1896949 Sgt. Incey - R.A.G.		
			<u>103 Sqn: - 24-3-45.</u>		
			J.89714 F/O. Town - Pilot		
			1925727 Sgt. Wood - F/Eng.		
			1522563 F/S. Reffell - Nav:		
			R.190134 F/S. Francis - A/B.		
			R.116457 W/O. Hanson - Wop/Air.		
			R.119407 F/S. O'Reilly - M.U.G.		
			R.205804 F/S. Southgate - R.A.G.		
			<u>103 Sqn: - 14-3-45.</u>		
			1349251 F/S. Johnston - F/Eng.		
			NZ.4216730 F/S. Marsh - Nav:		
			J.41237 F/O. McLean - A/B.		
			2209264 Sgt. Edwards - Wop/Air.		
			1829214 Sgt. Gray - M.U.G.		
			1828263 Sgt. Hume - R.A.G.		

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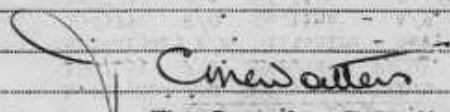
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Place	Date	Time	Summary of Events	SECRET.	References to Appendices	
			The undermentioned personnel posted in from Units stated w.s.f. dates shown:-			
			123969 F/S. Tunney - A/G. 103 Sqn; 8-3-45			
			125844 F/L. White - Pilot 16 O.T.U. 8-3-45			
			J. 41429 F/O. Anderson - Nav: 13 Base 11-3-45			
			150800 W/O. Tapsell - Pilot 13 Base 14-3-45			
			J. 27131 F/O. Slater - A/B. 626 Sqn; 22-3-45			
			618845 F/S. Williams - Nav: 12 Base 22-3-45			
			A. 425473 W/O. Wright - Nav: 576 Sqn; 25-3-45			
			1896511 F/S. Gould - Wp/Air 576 Sqn; 25-3-45			
			J. 39319 F/O. Dunn - Nav: 103 Sqn; 27-3-45			
			1698719 F/S. McVey - Nav: 576 Sqn; 25-3-45			
			NZ. 429071 F/O. Lohrey - Pilot)			
			1803960 F/S. Westhorpe - Nav:)			
			1389507 Sgt. Cassapi - F/Eng.) W.C.A.D. 8-3-45			
			2218984 Sgt. Jarnell - A/G.)			
			1522859 Sgt. Anderson - A/G.)			
			SUMMARY FOR THE MONTH OF MARCH 1945.			
			Total hours flown on operations	DAY	969.07 hours	
			" " " " " "	NIGHT	938.02 hours	
			" " " " " training	DAY	250.15 hours	
			" " " " " "	NIGHT	18.19 hours	
			Total number of Sorties carried out	:	321	
			Total weight of bombs dropped	:	1509 tons.	
			 Wing Commander, Commanding, No. 550 Squadron, R.A.F.			

WL 5742-2343 25K 1044 T.S. 200

OPERATIONS RECORD BOOK

APPENDIX

R.A.F. Form 541

DETAIL OF WORK CARRIED OUT

By No. 550 Squadron

SECRET

PAGE No. 1

*10243-2343 WL 5742-2343 25K 1044 T.S. 200

FOR THE MONTH OF March 19. 45

DATE	AIRCRAFT TYPE & NUMBER	CREW	Duty	TIME		DETAILS OF SORTIE OR FLIGHT	REFERENCES
				UP	DOWN		
1 March	Lancaster ME.390 "A"	S/L. Caldwell, W.F. F/O. George, S.E. F/L. Cassidy, J. F/O. Sloggett, D.E. F/O. Carr	Pilot F/Eng. Nav. A/B. Wp/Air	11.38	18.08	Primary, at 17000 ft. at 15.07½	

Catalogue Reference